

PRICE \$2.50 PER MONTH

NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

N accordance with Ordinance No. 5 of 1913,
the Undersecretary of the Treasury will close
the Transacation of Public Business on
MONDAY NEXT (WUITE MONDAY), the
14th day of MAY, 1914.

THE CHARTERED MERCANTILE BANK OF
INDIA, LONDON, AND CHINA,
JOHN THURBURN,
Manager, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA
AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

THE HONGKONG AND SHANGHAI BANKING
CORPORATION,
JOHN WALTER,
Acting Chief Manager.

LE COMPTOIR D'ESCOMPTE DE PARIS,
J. ARRANGER,
Agent.

THE NEW ORIENTAL BANK CORPORATION,
Limited,
R. S. RUTTER,
Manager, Hongkong.

Hongkong, 26th May, 1881. 1051

H I N G L U N K S

BEST FIRE CRACKERS

BEST FIRE CRACKERS
and all kind of
FIRE WORKS.
Also,
MAN SHUN WING'S
CHEFOO PONGEE SILK
WHOLESALE.
FUNG TANG, Sole Agent,
42, BONHAM STRAND,
HONGKONG.

NEW AND POPULAR BOOKS.

Practical Architecture, by Thomas Kemp.
 International Law, by W. E. Hall.
 Mr Arthur's "Contract of Marine Insurance."
 The Family Physician; a Manual of Domestic
 Medicine.
 The Book of Health; edited by Miss F. N.

Hayden's Dictionary of Dates; New Edition.
A "Manual of Yacht and Boat Sailing," by
Dixon Kemp
Burns' "Anatomy of Melancholy."
Holme's Text Book of the Steam Engine.
The Mechanics of Machinery, by Kennedy.
Living Paris and France; a Guide Book
by A.L.B.
Shoet Lectures to Electrical Artisans, by
J. B. Lenoir.
Instruction in Photography, by Capt. Abney.
The Lovely Wang, by Hon. L. Winfield.
Hand Book to the Dock Office and Plating.
Electricity, its Theory, Sources and Application.
by J. B. Lenoir.
Skottow's, "A Short History of Parliament."
The Practical House Keeper, by Fleming.
Thorp's "Shipbuilding in Iron and Steel."

RELLY & WALSH, LD., HONGKONG.
CHINA NAVIGATION COMPANY.
LIMITED.
FOR TIENSIN & SWATOW.
The Company's Steamship
"NEWCHWANG."
 Will be despatched on above TO-DAY, the 27th
 instant, at FIVE P.M.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents,
 Hongkong, 27th May, 1887. 1035
FOR SHANGHAI.
The Steamship
"NINPOO."
 Captain F. Schult, will be despatched for the

For Freight or Passage, apply to
 HONGKONG, 28th May, 1887. 1060
 CHINA NAVIGATION COMPANY,
 LIMITED.
 FOR PORT DARWIN, SYDNEY AND
 MELBOURNE.
 The Company's Steamship
 "WHAMPOA."
 Amcott, Commander, will be despatched as
 above on WEDNESDAY, the 1st June, at
 DAWLATIG.
 This steamer has unusually good Passenger
 accommodation situated amidships upon the
 deck.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 HONGKONG, 27th May, 1887. 102
 OCEAN STEAMSHIP COMPANY.
 FOR SINGAPORE VIA AMOY.
 Machine Cargo and Passengers at through rates
 for NINGPOO, CHU-P'OO, NEWCHANG, TAIPEIN,
 HAKKAW, and the Ports on the YANGTSE.
 The Company's Steamship
 "PRIAM."
 Captain Butler, will be despatched as above

THURSDAY, the 2nd June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents,
Hongkong, 26th May, 1887. [10'3

FOR SHANGHAI, YOKOHAMA, AND
Kobe.
THE Steamship
"MORAY,"
W. S. Duncan, Commandr, will be despatched
on above Freight on the 2nd June
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents
Hongkong, 27th May, 1887. [10'3

FOR SINGAPORE, HAYRE, AND HAMB-
BURG, VIA SUEZ, ANA-
Peking, Canton, Amoy, Hongkong, SHANGHAI,
AMSTERDAM, ROTTERDAM, LONDON,
LIVERPOOL, AND BREMEN.
THE Steamship
"NIOBE,"
Captain E. G. Pfaff, will be despatched for the

Move Ports on MONDAY, the 6th June, at
 SEVEN A.M.
 For Freight or Passage, apply to
 SIEMSEN & Co.,
 Agents.
 Hongkong, 25th May, 1887. [1/59

ESTATE of HARRISON TATEBOWLEY.
 Decedent. Formerly Chief Engineer of
 the Steamship "TAIWAN."
 ALL Persons indebted to the above Estate
 are requested to make immediate payment
 to the Undersigned, or those bearing C.L.I.A.S.
 against the same must present them for pay-
 ment, properly vouched, not later than
 SATURDAY, the 4th June next, after which
 no Claims will be recognized.
 BUTTERFIELD & SWIRE,
 Agents for the Executor.
 Hongkong, 26th May, 1887. [1/58

THE YANGTZE INSURANCE
 ASSOCIATION LIMITED.

N. CERTIFICATE NO. 559 (OF 20 SHARES
N. 6276/94) in the above Association, registered
the name of Mr. J. E. MOSES, has been
lost, and if not produced at this Office before
8th June, A NEW CERTIFICATE will be
issued, and no transactions taking place under
MISSING" SECT" will be recognised by the
Association hereafter.

RUSSELL & Co.,
Agents.

Hongkong, 26th May, 1887. [1052

representors. The ship had encountered a
weather, and it would appear that a co-
sable quantity of sea-water found its way
to hold on the voyage. The usual result
is to rust the tin so that they begin to
at the corners, and this occurred in the pre-
case, so that when the cases were all dis-
cuss, the Captain found, and informed the
gences, that there was a large quantity of
oil in the hold of the ship. Boats were sent

the consignees to take delivery of this loose oil the last successful visit for this purpose being on the 6th of January, and the cooile sent next day being told by someone on board that there was no more oil in the ship. Subsequently, the consignees discovered that a quantity of loose oil had been sold by the accused to a Devering, a Chinese tailor, who appears to be in traffic in oil with his sartorial pursuits.

they instituted this prosecution. The oil
brought by Dovering, after it was separated from
water with which it was mixed, amounted to
gallons, a quantity of sufficient importance
to justify the prosecution; the dates of
entry to Dovering having been, according to
account book he produced in Court, the 4th,
and 8th of January. The defence was that
the accused had a right by custom to the oil left
in the tank after the oil was discharged, and

the ship after the cargo was discharged, and he had no intention of committing larceny. It is shown by the way in which he disposed of it in broad daylight, and with the captain's pledge. The Captain of the ship gave evidence that "it is the usual custom that whatever is by the merchants after the discharging is the property of the mate; though he would not say that the mate was entitled to the cargo if it amounted to 5,000 gallons," and he

testified that about a week after the damage was finished, the mate told him that there still was some oil in the ship. In cross-examination the captain allowed that "with a little seeping" on the part of the mate, and if he was on-headed, the merchant might not get a ton of the leakage oil," and another fact came in evidence not very consolatory to insurance companies, but which would account for the

"Jardine, Matheson & Co. would not pay anything for the oil as the Insurance Company paid for it." The accused swore that he had consigned the godownman after the discharging was finished, that there was more oil in the ship, and that the godownman refused that he did not want it, was only water and he had got too much leak oil already:

the Captain swore that "he was sure that he heard" Jardines' people that there was more oil aboard." There was a little confusion about the dates of these various conversations, and the statements were directly at variance with those made by the prosecutors' witnesses concerned with the wharf at which the oil was disgorged. Ultimately, the defence was narrowed to the question of the date on which the accused had been in the vicinity of the wharves and

the oil to Devering, which the accused put about the 14th of January, the prosecutors' counsel allowing that if the latter statement correct, the case fell through. The tailor, Devering, was re-called and changed the date of the sale of the oil to the 14th of January; and the consular interpreters read the dates in Devering's account book as the 4th, 8th and 18th January, the latter explained that it is the box not he himself who wrote up the

and might have made a mistake in it. In question about dates, the Court gave the accused the benefit of the doubt, and he was lawfully acquitted of the charge of larceny. It is to be hoped that Mr. Troop, and other in his position, will not take this verdict as approval of what the Captain stated was the opinion, that whatever is left by the merchant discharging is the perquisite of the mate.

ral Kennedy, the judge of the case, did not
that the accused was acquitted because the
tical offense of larceny, which implies intent
real, was not made out, but we think it would
been well if he had strongly expressed the
dissent from the early notion of the Captain.
cannot be too clearly understood that no part
vessel's cargo is to be the parquits of
one but the shipper or his endorsee. Every

that is put on board the ship as cargo is the property of the holder of the bills of lading; even if it turns out more in quantity than the bills of lading call for, it is the property of the representative of the person who put it on board. The theory broached by the Captain is a direct encouragement to fraud and deception; and he himself said it might induce the mate to steal, and to unilate a "long-head-oned" crew, and that the long-heads might, in their turn, steal from the mate.

did not imply that Mr. Troop was wrongly
 bitten; for we are quiet ready to believe that
 godoweman did not want to be bothered
 any more of the water oil, and gladly
 used it to the mate; but it would be a great
 mistake if the decision were to induce other
 mates to believe, and the applause in Court
 as if those present did regard it in that
 —that they have a right to regard as a per-

to any portion of the cargo confided to their
We are glad to doubt that such an opinion
d by any large proportion of seafaring men.
C. Daily News.

THE FUTURE OF BURMAH.

an article entitled "The Conquest of Bur-
ma" in the current number of the *Edinburgh
Review*, the writer, after dealing with the admira-
tion of Burmah, goes on to say:—"Next
importance to the establishment of a strong
military and civil government for bringing about
the pacification of the country will be the open-
ing up of improved means of communication. Bur-
mah is already supplied with one magnificent
waterway, the Irrawaddy, navigable by

way in the noble Irrawaddy, navigable by steamers throughout the year, and in this respect far superior to the largest Indian rivers. In the rainy season discharge an enormous volume of water, but in the dry season dwindle to mere threads of water winding through beds. But, except the Irrawaddy and some of its tributaries, Burmah is utterly without means of communication. One important link will be supplied by the railway now in course of rapid

traction from Toungoo, on our old frontier already connected with Rangoon, by railway Mandalay, about 220 miles. It will cut off a high land of the Shan States on the east, the plain of the Irrawaddy on the west; it penetrates through a forest tract which has one of the main harbours of the dacoits, will also open up a very rich and fertile country; there is every reason to expect

it will not only prove a great pacifier, it will also very soon bring in a good return on the outlay. But one railway goes only a long way towards opening up so great a country, and a thing quite as necessary to be done is to create means of communication right and left of the Irrawaddy and between the towns. Roads to be opened and bridged must be a work of time; the great step will have been made towards

and order when the open tracts are com-
d which are now in course of being out
point to point, easily passable in dry sea-
When troops can move along a broad
instead of having to struggle in single file
ugh a jungle path, the daoist's profession
be at a discount. Of the prosperous future
ing this rich and beautiful country there
be no reasonable doubt. The marvellous
of the many great Mandalay, even in

which has come over annually, even a few months since annexation, indicates what to be looked for over the whole land. Already thatched houses are rising all over that city, in place of the bamboo huts which a year ago the greater part of the population there, and everywhere along the river trade is rapidly increasing. What the next needs next after a settled government, which under a long course of

riches and misrule had dwindled away, till the jungle has almost swallowed up what were prosperous cities. To estimate the progress which may be looked for in Upper Burma in this respect, we may turn to the history of the province since annexation. Pegu, with an area of about 27,000 square miles, had in 1858, seven years after its annexation, a population of about three-quarters of a million; in 1881

had increased to three and a quarter million. About 100,000 acres are reclaimed every year from the jungle and brought under cultivation, and this province is now the greatest rice-producing country in the East, and the most progressive and prosperous portion of the Indian Empire. Upper Burma and the subordinate States, with an area of nearly 200,000 square miles, is, as a country as large as France—have a population of 15 millions. This

Upper Burma is not, like Lower Burma, a great ricefield, but there are large tracts of rice cultivation, and there is hardly a province of a tropical or even a temperate climate in which some part of the country or other may

which some part of the
is suitable. In contrast, indeed, with some

part of India, where under our peaceful rule population has increased very rapidly, and the means of subsistence, the various species of population in a large measure, has been secured. The race may multiply for ages, but the forest will cease to be a hindrance, and the wealth of the country will be increased. The idea of the forest being a hindrance to the progress of the country is a very old one, and it is a very old one. The forest is a hindrance to the progress of the country, and it is a very old one. The forest is a hindrance to the progress of the country, and it is a very old one.

A PROSPECTING COMPANY FOR PAHANG.

We (Strait Times) have received the prospect of a new local company called The Malay Peninsula Prospecting Company, Limited, with a capital of \$50,000 divided into 5,000 shares of \$10 each. The directors are: C. N. Allen, Esq., M. A. Allen, Esq., S. J. Allen, Esq., and S. J. Allen, Esq. The company is formed to prospect for Gold, Silver, Tin, and other minerals in the territory of Pahang, under two concessions from His Highness the Sultan of Pahang. The company is formed to prospect for Gold, Silver, Tin, and other minerals in the territory of Pahang, under two concessions from His Highness the Sultan of Pahang.

The company is formed to prospect for Gold, Silver, Tin, and other minerals in the territory of Pahang, under two concessions from His Highness the Sultan of Pahang. The company is formed to prospect for Gold, Silver, Tin, and other minerals in the territory of Pahang, under two concessions from His Highness the Sultan of Pahang. The company is formed to prospect for Gold, Silver, Tin, and other minerals in the territory of Pahang, under two concessions from His Highness the Sultan of Pahang.

GERMAN TRADE WITH RUSSIA.

Kuhns says—The imports of this part of Germany during 1885 amounted to 802,825 tons, out of which 1,000,000 tons were of value 8,737,585 yen. Germany being fifth of the list behind Great Britain, the East Indies, China, and America. We received goods from Russia during 1885 to the value of 3,315,995 yen, which total Germany contributed 6,644 yen, while wool and half-wool manufactures were valued at 2,997,108 yen. The goods from Russia were valued at 2,997,108 yen. The goods from Russia were valued at 2,997,108 yen.

Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country.

Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country.

Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country. Germany is a very important country, and it is a very important country.

LATE TELEGRAMS.

The following telegrams are from San Francisco brought on by the last mail—

THE UNITED STATES PRESIDENT.

St. Louis, 23rd April.

A special from the St. Louis Republic gives the following rather startling information: President Cleveland's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one. The President's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one.

The President's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one. The President's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one. The President's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one.

The President's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one. The President's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one. The President's health is such that he will not accept re-election. This will be startling information to the country, and it is a very old one.

THE JUBILEE PROCESSION.

London, 25th April.

The Queen is to come to Buckingham Palace for two nights on Monday, May 8th, and on the following Saturday she pays another visit to London for the purpose of opening the Jubilee Palace, which is to be opened on the 8th of May. The Queen is to come to Buckingham Palace for two nights on Monday, May 8th, and on the following Saturday she pays another visit to London for the purpose of opening the Jubilee Palace, which is to be opened on the 8th of May.

The Queen is to come to Buckingham Palace for two nights on Monday, May 8th, and on the following Saturday she pays another visit to London for the purpose of opening the Jubilee Palace, which is to be opened on the 8th of May. The Queen is to come to Buckingham Palace for two nights on Monday, May 8th, and on the following Saturday she pays another visit to London for the purpose of opening the Jubilee Palace, which is to be opened on the 8th of May.

The Queen is to come to Buckingham Palace for two nights on Monday, May 8th, and on the following Saturday she pays another visit to London for the purpose of opening the Jubilee Palace, which is to be opened on the 8th of May. The Queen is to come to Buckingham Palace for two nights on Monday, May 8th, and on the following Saturday she pays another visit to London for the purpose of opening the Jubilee Palace, which is to be opened on the 8th of May.

PERSONAL GOSSIP.

London, 23rd April.

An unusually large number of American ladies are to be present at the Queen's drawing-room on the 8th of May, and some very novel and striking costumes are to be worn. Among other things, it is said that the Queen will be wearing a costume of the 18th century, and it is a very old one.

An unusually large number of American ladies are to be present at the Queen's drawing-room on the 8th of May, and some very novel and striking costumes are to be worn. Among other things, it is said that the Queen will be wearing a costume of the 18th century, and it is a very old one.

According to Billings and giving a signal to the Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop.

According to Billings and giving a signal to the Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop.

According to Billings and giving a signal to the Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop.

According to Billings and giving a signal to the Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop. The Indians who joined in the applause with a regular whoop.

COMMERCIAL INTELLIGENCE.

Thursday, 26th May.

For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May.

For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May.

For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May. For German steamship Adonis, sailed on the 18th May.

MISCELLANEOUS.

Paris, 23rd April.

The Marquis de Tournon, specially charged by the Italian Government to receive the remains of the Emperor Napoleon, has arrived in Florence. The Marquis de Tournon, specially charged by the Italian Government to receive the remains of the Emperor Napoleon, has arrived in Florence.

The Marquis de Tournon, specially charged by the Italian Government to receive the remains of the Emperor Napoleon, has arrived in Florence. The Marquis de Tournon, specially charged by the Italian Government to receive the remains of the Emperor Napoleon, has arrived in Florence.

THE rest of the party gathered around filled with curiosity to see what was in the shell. Suddenly there came a terrific explosion and six of the persons who were about the shell were seriously hurt. The rest of the party gathered around filled with curiosity to see what was in the shell.

CHINA COAST METEOROLOGICAL REGISTER.

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

THE rest of the party gathered around filled with curiosity to see what was in the shell. Suddenly there came a terrific explosion and six of the persons who were about the shell were seriously hurt. The rest of the party gathered around filled with curiosity to see what was in the shell.

CHINA COAST METEOROLOGICAL REGISTER.

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

THE rest of the party gathered around filled with curiosity to see what was in the shell. Suddenly there came a terrific explosion and six of the persons who were about the shell were seriously hurt. The rest of the party gathered around filled with curiosity to see what was in the shell.

CHINA COAST METEOROLOGICAL REGISTER.

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

STATION	Barometer	Thermometer	Wind	State of sky	Direction of wind	Force of wind	Direction of current	Force of current
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10
Amoy	29.85	78	W	Cloudy	W	10	W	10
Swatow	29.85	78	W	Cloudy	W	10	W	10

6th May, 1887, at 4 p.m.

.....	at 1 1/2 % Net per Annum.	June, with the United States
.....	at 1 1/2 % Net per Annum.	which will be paid in
.....	at 1 1/2 % Net per Annum.	215 p.m. 1/2
.....	at 1 1/2 % Net per Annum.	230 p.m. 1/2
.....	at 2 % Net per Annum.	230 p.m. 1/2
.....	at 2 1/2 % Net per Annum.	Late 1/2
.....	at 2 1/2 % Net per Annum.	the 1/2
.....	at 2 1/2 % Net per Annum.	The 1/2
.....	at 2 1/2 % Net per Annum.	Ungratified
.....	at 2 1/2 % Net per Annum.	and where
.....	at 2 1/2 % Net per Annum.	make no
.....	at 2 1/2 % Net per Annum.	letters.

TEST ADVANCE IN LIFE INSURANCE.

NEW YORK LIFE INSURANCE COMPANY'S

AND DIVIDEND POLICY

Policy secures the assured the option of terminating his Insurance at the end of each year by receiving for his Policy a cash dividend equal to the sum of the cash dividend together with his share of a surplus apportioned as a dividend.

EXTRACTS.

AN INTERVIEW WITH WALT WHITMAN.

Mr. Monro Conway writes from Philadelphia on March 20:—"I had a pleasant hour with Walt Whitman this afternoon at his house in Camden, a suburb of this city reached by ferry, having found him in good spirits and exceptionally good health. He had just received from Lord Sumner, who he showed me, sent in return for a little criticism which he (Whitman) lately wrote in the *Review* on the Laureate's new volume. My old friend—I have known him personally since 1855, when the 'Leaves of Grass' first appeared—expressed the warmest feelings of gratitude and tenderness towards England and his friends there. He says that among his greatest pleasures of recent years have been the visits of English gentlemen, travelling artists especially having generally called on him. He is just now engaged in writing a biographical essay on Elias Hicks, founder of the 'Hickite' or 'Hickian' religious sect of Quakers. It is a labour of love. Hicks, like Whitman, was a native of Brooklyn, and Walt remembered, when ten years of age, to have heard him preach. Elias Hicks is one of the most striking of American figures—a sort of mystical and eloquent Thomas Paine. Whitman has gathered many curious anecdotes concerning the singularly neglected personage, and his biography will probably be preceded by a paper in *Lippincott's Magazine*, will be of historic interest."

pany, ten guns and two mortars, were buried in the abyss; the walls of the castle shook; part of the great eastern fell, another eastern almost closed, and the rock shot a man to his neck in its cliff, who lived many hours in that afflicting posture. About thirty-six sentinels and women were swallowed in different quarters, whose dying groans were heard, some of them after the fourth mournful day. Many houses of the town were overwhelmed in their ruins, and the castle overhung much; but that it was any form at all was owing to the vast, which the explosion forced through the veins of the rock and the counterforce. After the loss of the chief officers, the government fell, of course, the Lieutenant-Colonel D'Alton, of Sibourg's regiment, who drew out a detachment from the whole garrison, and with it made a desperate rally, to show how little he was moved at their thunder. The bombs from the castle played on the town more violently, and the shot galloped every corner of their streets; which marks of their resentment they continued till the arrival of our fleet, which they had expected so long; but this siege remained a memorable testimony to British valour.—*Jack and Jill*.

VESSELS ON THE BERTH.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUZ, PORT SAID, BRINDISI, ATRIESTE. (Taking cargo at through rates to Calcutta, Madras, Rangoon, and other ports.)

THE Company's Steamers

"TITANIA."

Captain S. Mena, will be despatched at above TO-DAY, the 27th inst., at Noon.

For Particulars regarding Freight and Passage, apply to the Agency of the Company, P. & O. S. N. Co., Agents.

Hongkong, 18th May, 1887. 15

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"HALLOONG."

Captain Hall, will be despatched for the above Ports TO-DAY, the 27th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPHAM & Co., General Managers.

Hongkong, 24th May, 1887. 1648

FOR SWATOW, SINGAPORE, AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamers

"PHEA CHUL CHOM KLAO."

Captain A. Benson, will be despatched for the above Ports TO-DAY, the 27th inst., at Noon.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 24th May, 1887. 1046

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamers

"PHEA CHOM KLAO."

Captain W. H. Watson, will be despatched for the above Ports TO-DAY, the 27th inst., at Noon.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 26th May, 1887. 1047

STEAM TO SINGAPORE AND PENANG.

THE P. & O. S. N. Co.'s Steamship

"LORDARD."

will leave for the above place TO-DAY, the 27th inst., at THREE P.M., instead of as previously advertised.

E. L. WOODIN, Acting Superintendent.

Hongkong, 25th May, 1887. 1045

UNION LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"LORD OF THE ISLES."

Captain Polke, will be despatched for the above Ports TO-DAY, the 27th inst., at Four P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, 26th May, 1887. 1055

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHIOFOO, AND TIENTSIN.

THE Company's Steamship

"FROHILL."

Captain Brailley, will be despatched at above TO-MORROW, the 28th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th May, 1887. 1027

FOR SINGAPORE, PENANG, AND TIENTSIN.

THE Company's Steamship

"JAPAN."

Captain T. S. Goring, will be despatched for the above Ports TO-MORROW, the 28th inst., at THREE P.M.

For Freight or Passage, apply to DAVID SASSON, BROS. & Co., Agents.

Hongkong, 25th May, 1887. 1049

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE."

Captain McCaslin, will be despatched for the above Ports TO-MORROW, the 28th inst., at Four P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 26th May, 1887. 1051

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOERABAYA VIA SAIGON AND SINGAPORE.

THE Company's Steamship

"BORNEO."

Captain Wilkins, will be despatched at above about the 28th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 26th May, 1887. 1054

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX."

J. Theodor, Commander, will be despatched for the above Ports on or about the 30th inst.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 27th May, 1887. 1527

STEAM TO NAGASAKI, KOBE, AND YOKOHAMA.

(Passing through the INLAND SEA.)

Taking Cargo on through Bills of Lading to YAMAGUCHI and CHIMBURO.

THE P. & O. S. N. Co.'s Steamship

"THEIBET."

will leave for the above places on SATURDAY, the 4th June, at 4 P.M.

E. L. WOODIN, Acting Superintendent.

Hongkong, 27th May, 1887. 1528

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Rosetta (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
LONDON, via SUEZ CANAL	Albion (str.)	Brady	Hongkong	P. & O. S. N. Co.	On 2nd June, at 4 P.M.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TELEMACHUS."

Captain Jones, will be despatched at above on THURSDAY, the 2nd June.

For Freight or Passage, apply to P. & O. S. N. Co., Agents.

Hongkong, 24th May, 1887. 1527

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ANCONA."

will leave for the above place about 30 hours after her arrival at the next English Mail.

E. L. WOODIN, Acting Superintendent.

Hongkong, 22nd May, 1887. 1528

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd June, at THREE P.M.

For Freight or Passage, apply to P. & O. S. N. Co., Agents.

Hongkong, 16th May, 1887. 1529

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF SYDNEY" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 11th June, at THREE P.M., taking Passengers at Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, and also to the United States and Europe.

SHIPPING IN THE HARBOUR.

VESSEL	DATE OF DEPARTURE	CAPTAIN	FLAG	TONS	CONSIGNEE	DESTINATION
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon
Albion	May 20	Ed. Porter	Brit. str.	1459	Adamson, Bell & Co.	Salon

VESSELS ON THE BERTH.

FOR NEW YORK.

THE 3/3 A. I. British Bark

"MANHESAN."

A. C. Panton Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 1st April, 1887. 1527

FOR NEW YORK.

THE 3/3 A. I. American Bark

"SONNTAG."

Haskell, Master, shortly expected here, will leave here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 2nd May, 1887. 1528

FOR LONDON AND HAMBURG.

THE 3/3 L. I. German Bark

"HEINRICH."

J. A. Bannan, Master, will leave here for the above Ports, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 2nd April, 1887. 1529

FOR NEW YORK.

THE 3/3 A. I. American Bark

"MORNING STAR."